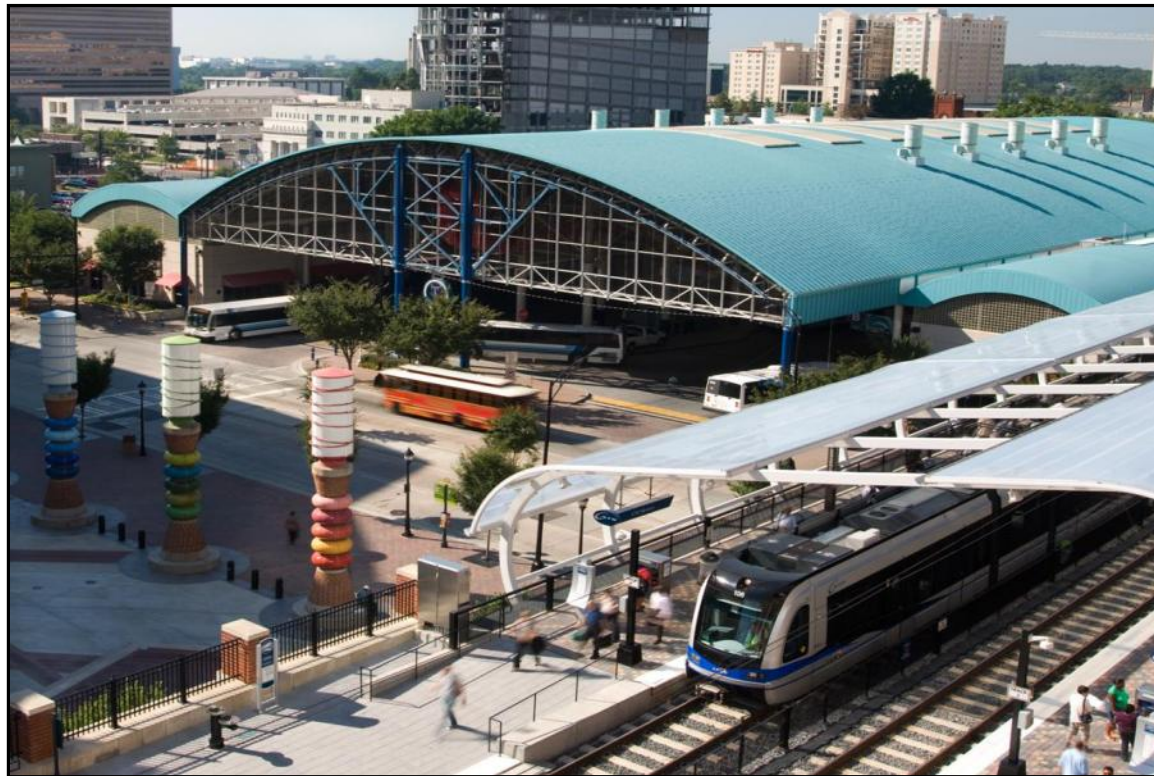




MOVING CHARLOTTE FORWARD

Blue Line Extension: Northeast Corridor

NCDOT PTD Conference



LYNX Blue Line Extension

January 6, 2014



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Blue Line Extension: Northeast Corridor



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Guiding Philosophy

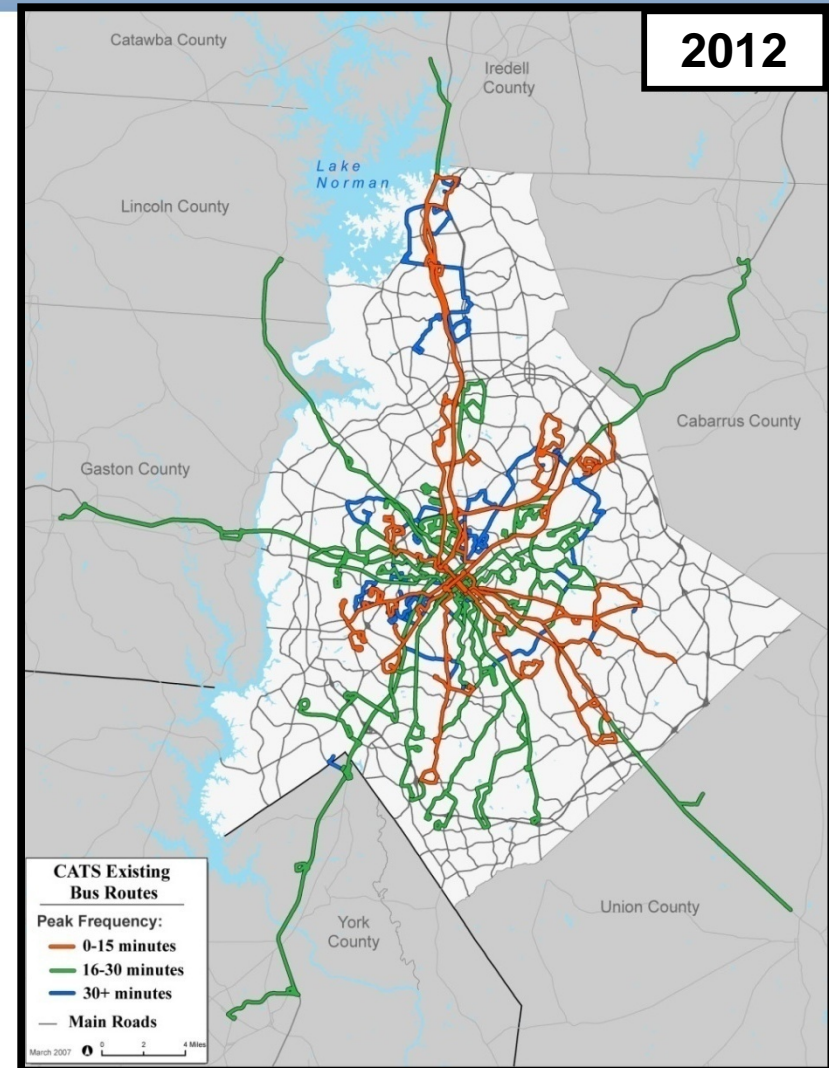
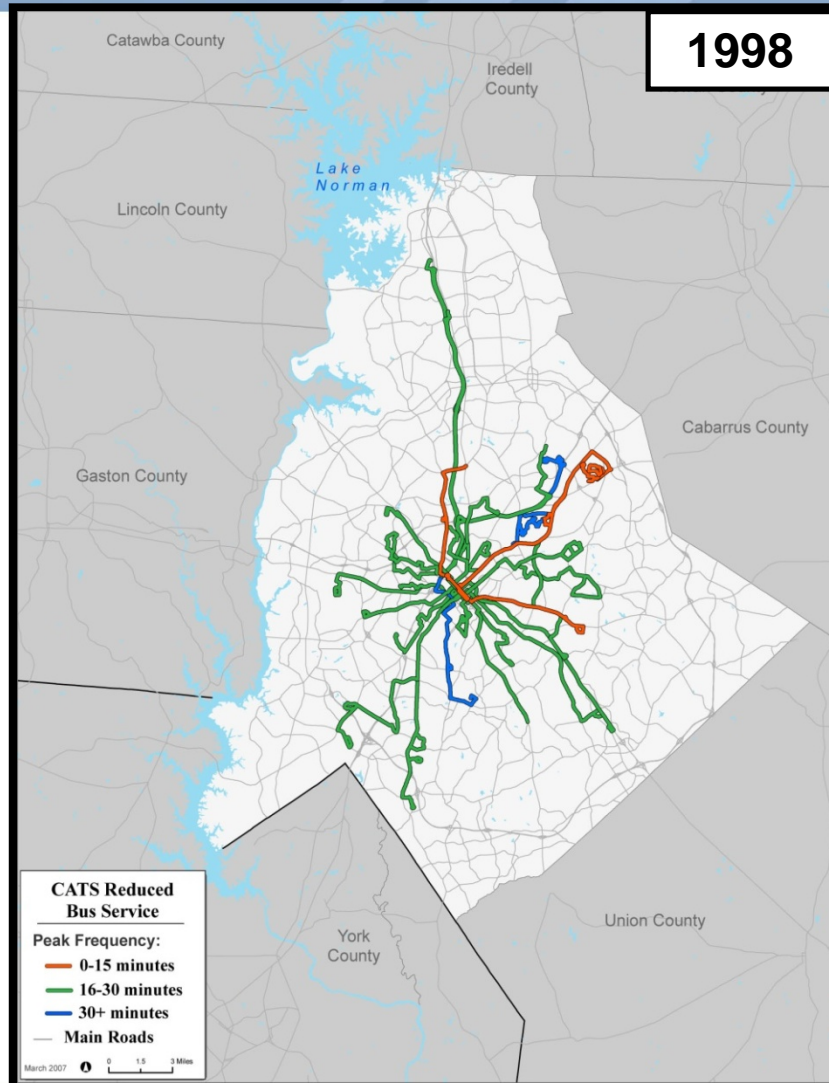
- System Goals:
 - **Land Use** – Support the Region's Centers, Corridors & Wedges Growth Framework
 - **Mobility** – Improve access & mobility in the corridor & region; Increase transit
 - **Environment** – Preserve & protect the environment
 - **Financial** – Develop affordable, cost-effective transportation solutions
 - **System Integration** – Develop transportation improvements that function as part of a larger transportation system





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Investing in a Vision

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Keeping the Region Moving

Bus System Services

- Largest bus system in the State serving 60,000 passenger trips/day
- One of the safest bus systems in the country
- Network of 323 local, express, regional commuter and neighborhood circulator buses
- 86% on-time service
- Popular SPRINTER Airport service



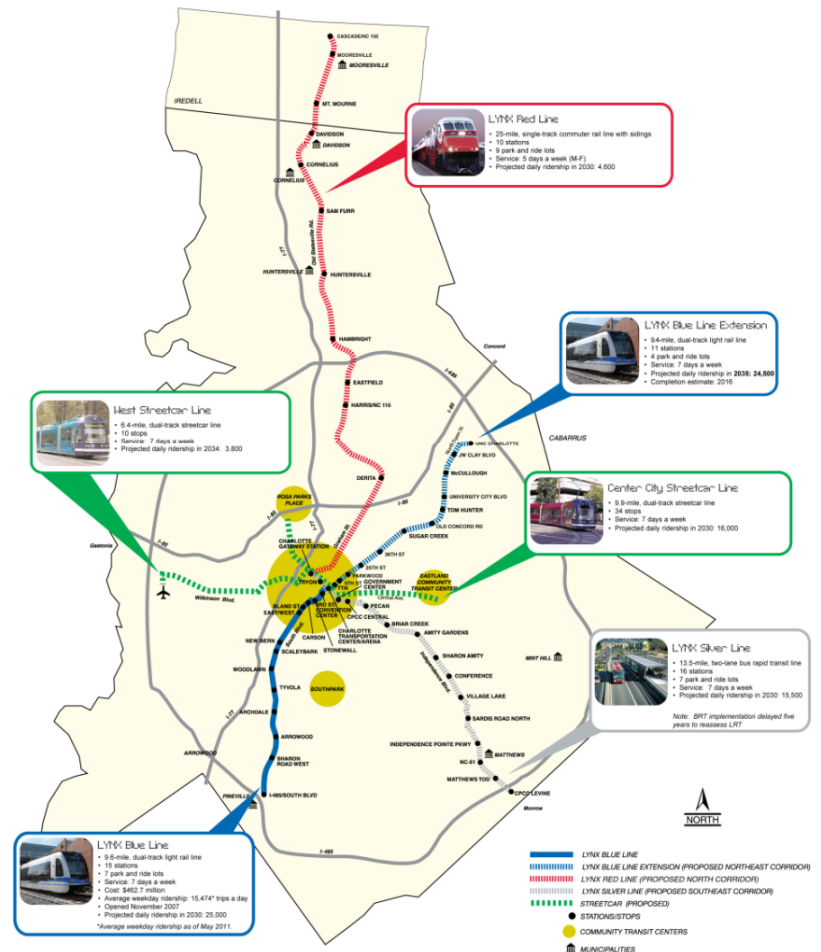
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Blue Line Extension: Northeast Corridor

- Adopted by the Metropolitan Transit Commission in 2006
 - Guide for growth of mobility options in the region
- 30-year long range plan
 - Build-out of a multimodal transit system
 - Introduction of rapid transit modes of transportation
- FTA and the NC Department of Transportation (NCDOT) are key financial and technical partners
- FTA is the largest investor in projects i.e. 50% to 80% of eligible projects
- Every \$ received from NCDOT is matched \geq 100% with local half-cent sales tax funds

2030 Transit System Plan





MOVING CHARLOTTE FORWARD

Blue Line Extension: Northeast Corridor

LYNX Blue Line Characteristics

- Opened November 2007 - \$463M
- Uptown Charlotte to I-485/South Boulevard, 9.6 miles
- 15 stations (7 park and rides)
- 7 days a week
 - 5:00 a.m. to 1:00 a.m.
- Service frequency
 - Rush hour: 10 minutes
 - Non-rush hour: 15 minutes
- Bus/rail integration
 - 20 new & modified routes



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LYNX Blue Line Success

- Ridership
 - 14,000 – 15,000 daily
 - 27,000 – 35,000 special events
 - 5 million annual
- \$462.7 million capital investment was a funding partnership between
 - USDOT \$199.0 m (43%)
 - NCDOT \$115.0 m (25%)
 - City/CATS \$148.7 m (32%)
- \$10 million annual operating cost is paid from the local half-cent Sales & Use Tax revenue



What Are The Advantages of TOD?

- ✓ More efficient use of public investments and infrastructure
- ✓ Optimizes use of land – preserves open space
- ✓ Improves environmental quality – minimizing street widths and parking lots greatly reduces surface runoff and improves water quality
- ✓ Compact development reduces VMT by 20-40%
- ✓ Improves equity through improved access to jobs & services





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Blue Line Extension: Northeast Corridor

High-density **residential** environment
results in 65% carbon footprint
reduction compared w/typical suburban
environment

High-density **employment** environment
results in 45% carbon footprint
reduction compared w/typical suburban
environment

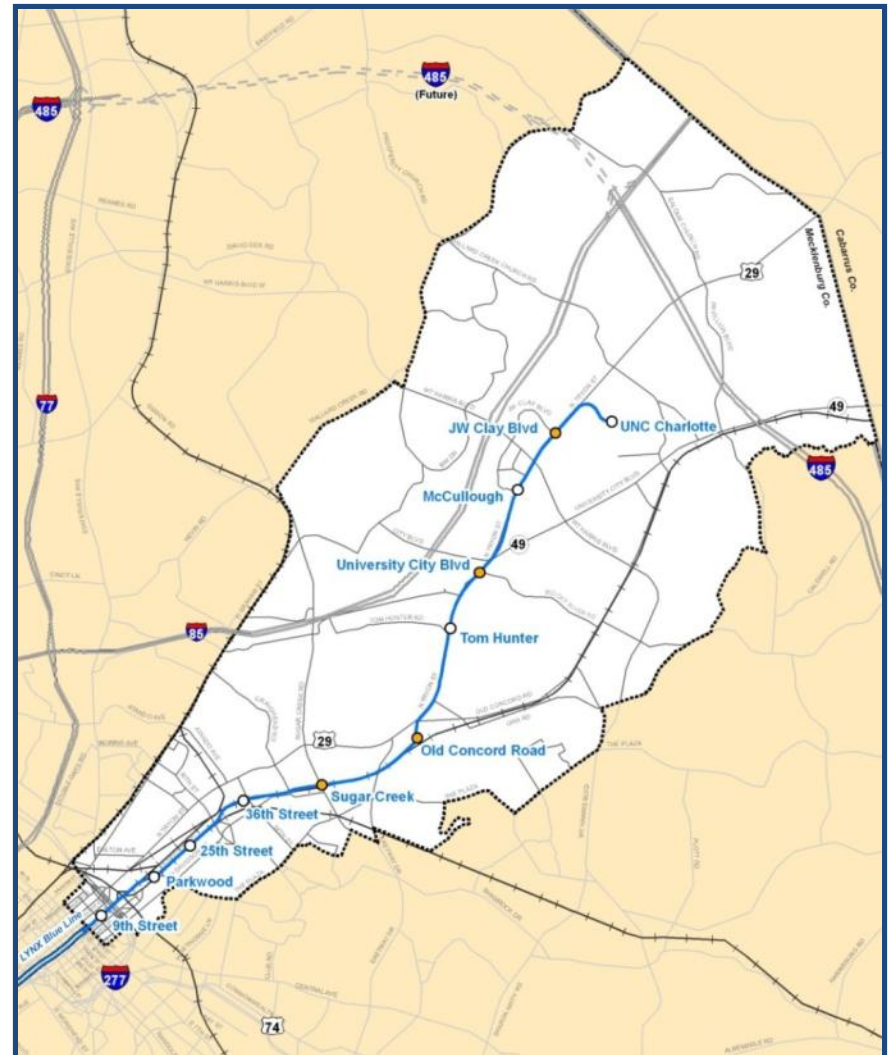


Source: Hovee, Carbon Footprint
Benefits Modeling

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Project Overview

- 9.3 miles, 11 stations
- 4 park and ride facilities
- Approximately 3,100 parking spaces
- Accommodates 3-car trains
- 25,000+ daily riders
- Improvements to Highway 29 north of Old Concord Road
- Connects UNC Charlotte campuses
- Initial peak period service 7.5 minute frequency
- Connecting bus services
- Revenue service in 2017





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Blue Line Extension: Northeast Corridor

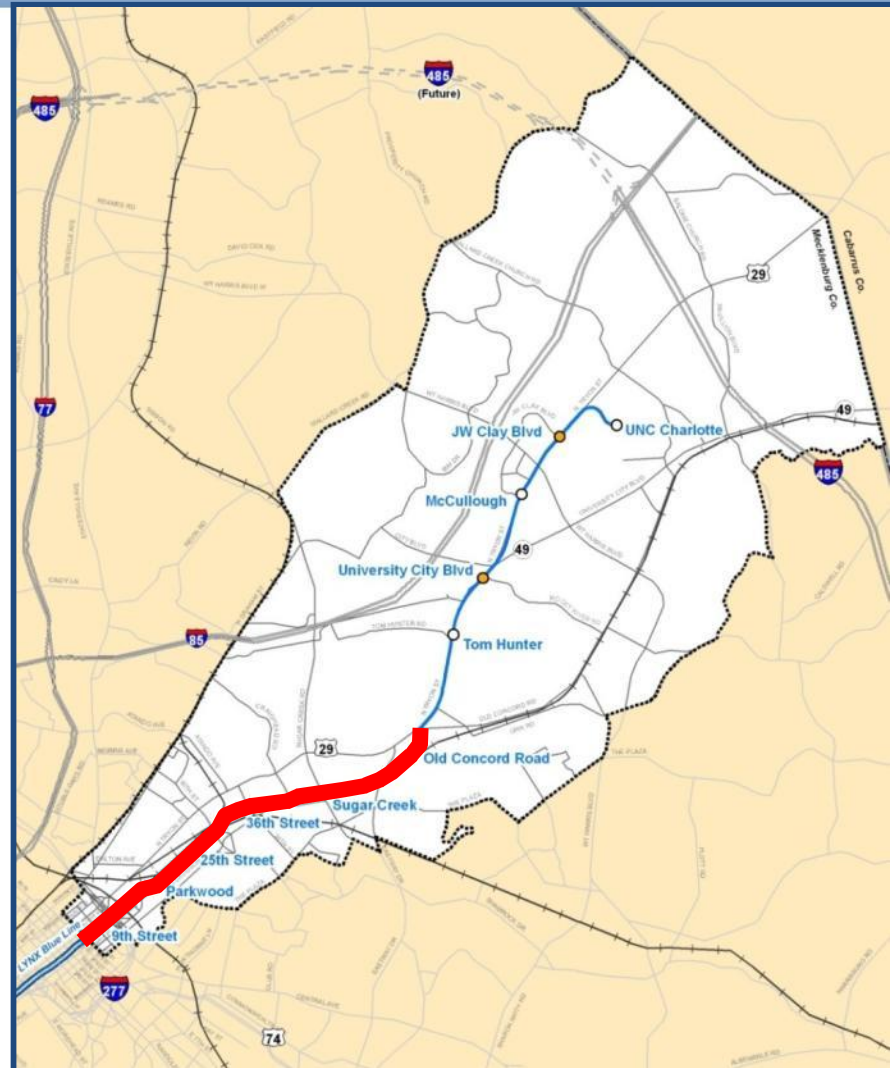
Milestone	Date
State FFGA Executed	March 2012
Request to Enter Final Design	March 2012
FTA Approval to Enter Final Design	May 2012
Federal FFGA Signed	October 16, 2012
Advanced Utility Relocation Began	June 2013
Right-of-Way Acquisition Complete	January 2014
Complete Final Design	May 2014
Start Major Civil Construction	March 2014
Initiate Revenue Service	Spring 2017



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Segment A

- Uptown Charlotte
- Railroads
- Historic Districts
- Industry
- Residential Neighborhoods

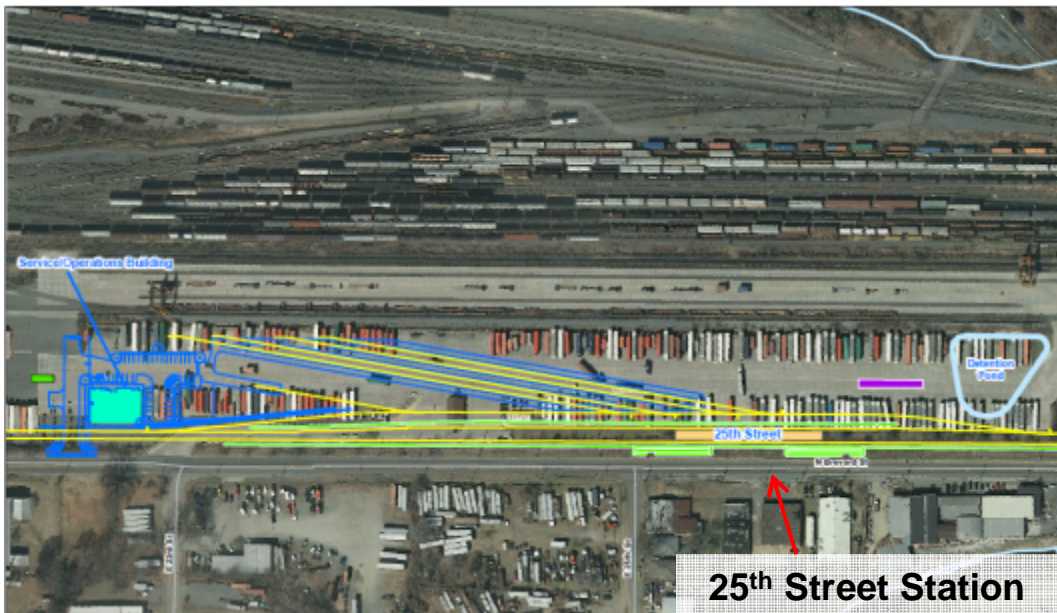


9th Street and Parkwood Stations



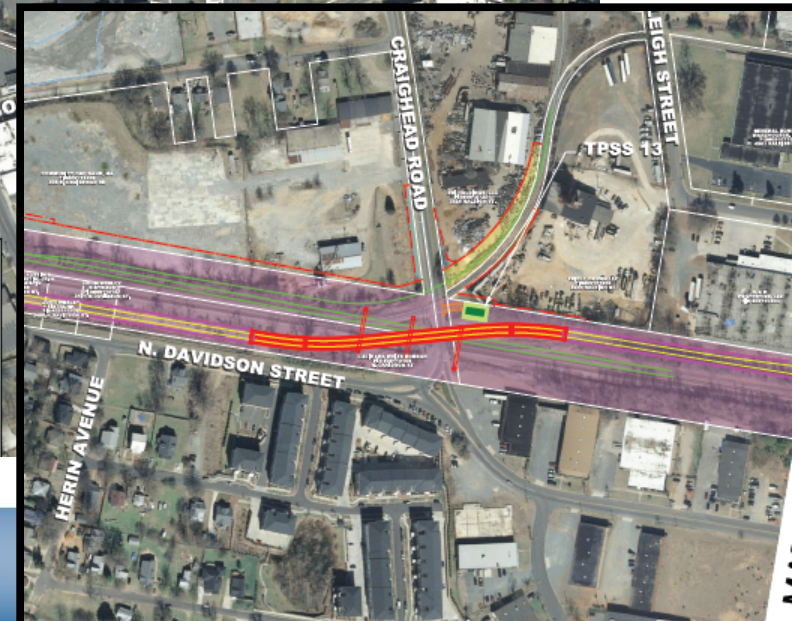
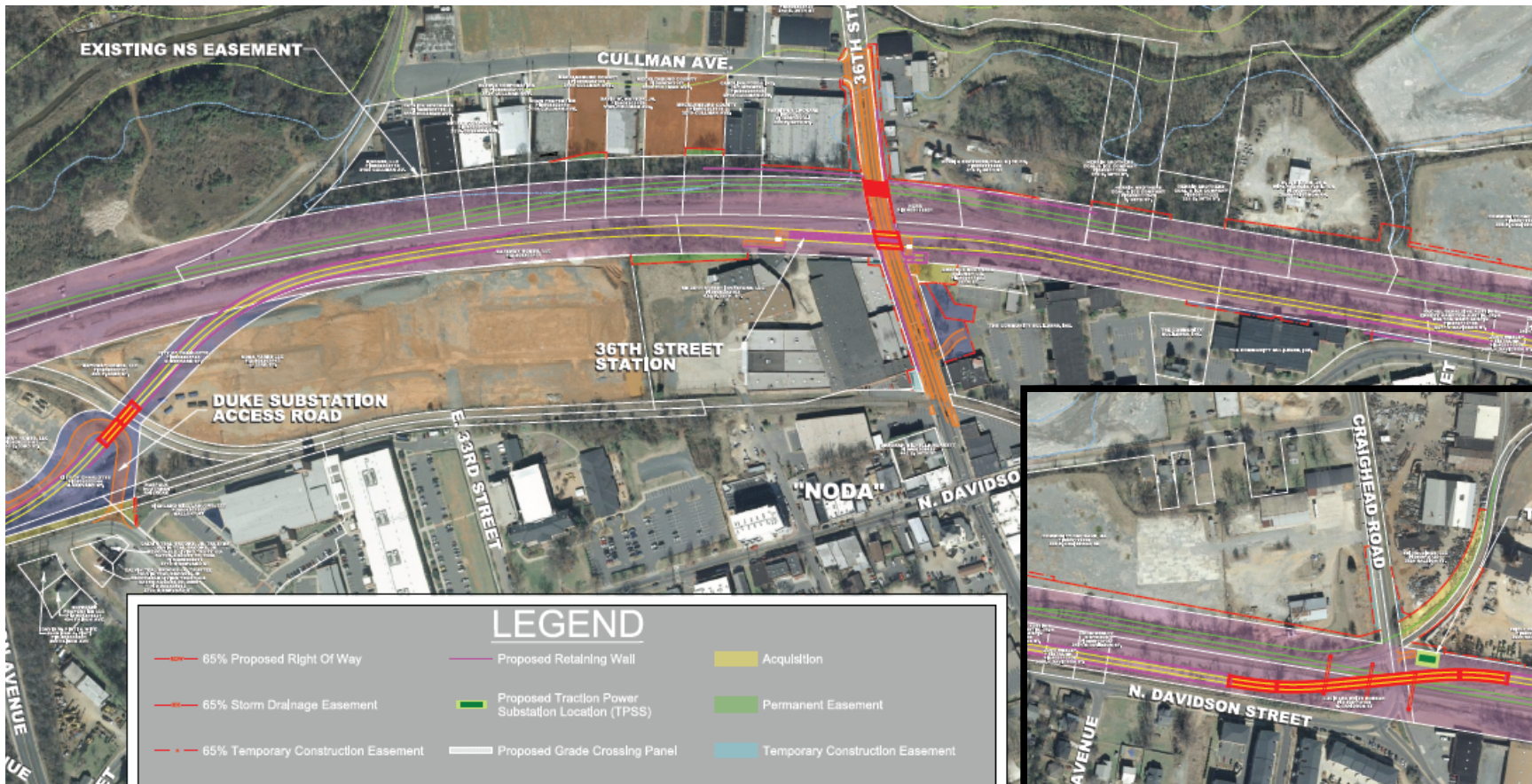
Intermodal Yard and 25th Street Station

- Modifications to existing South Boulevard Light Rail Facility to provide additional storage and maintenance capacity within existing site



- Vehicle storage yard and dispatch facility
- Site of existing Norfolk Southern Intermodal
 - Norfolk Southern is relocating to the airport

36th Street Station and Craighead Road Bridge





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Blue Line Extension: Northeast Corridor

Charlotte Rail Improvements and Safety Project (CRISP)

- Sponsored by NCDOT Rail Division
- Plans for future rail needs (Freight, High Speed Rail and Transit) inside the corridor.
- Project identified 3 Freight tracks, and 2 High Speed Passenger tracks, in addition to the 2 Light Rail tracks.



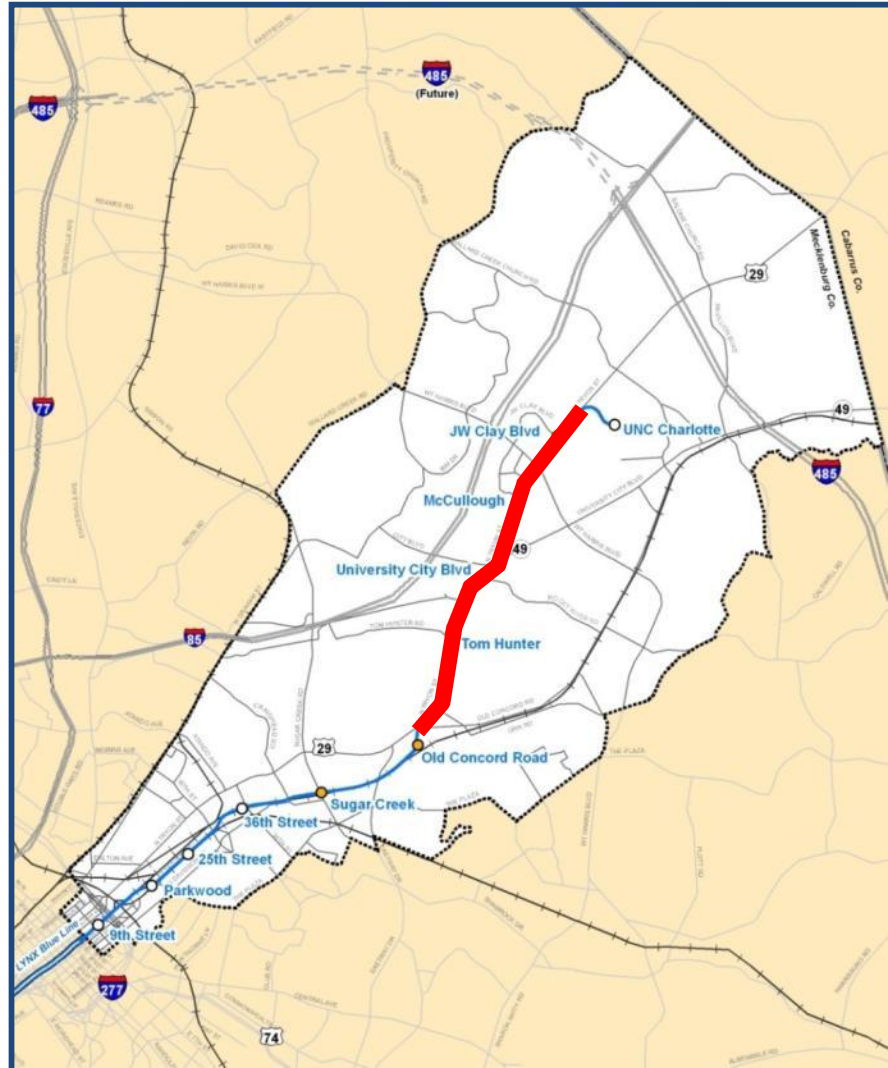
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Sugar Creek Grade Separation



Segment B/C

- NCDOT
- Business Coordination
- Traffic Management

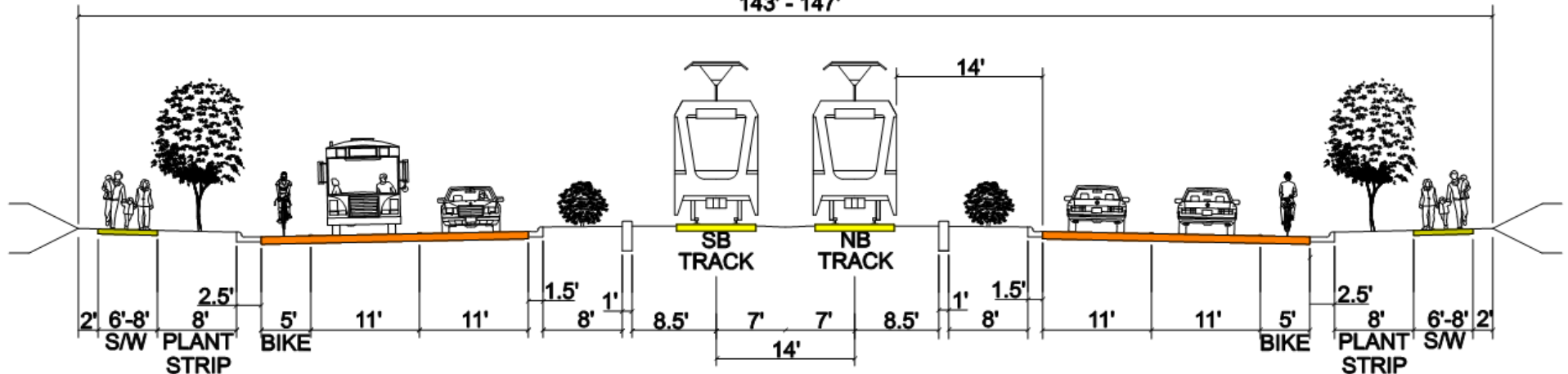




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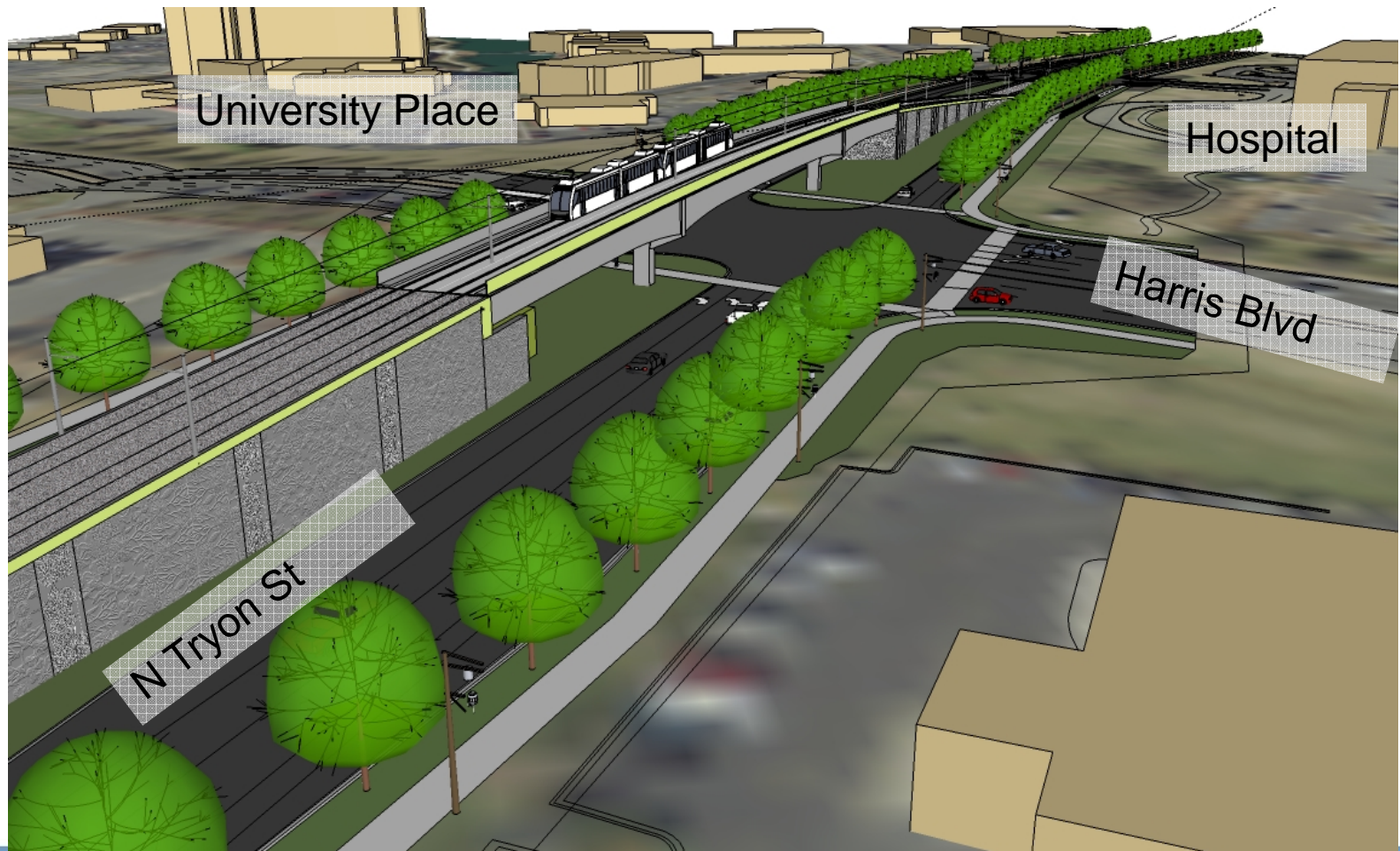
143' - 147'



LYNX

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Light rail bridge over W.T. Harris Boulevard





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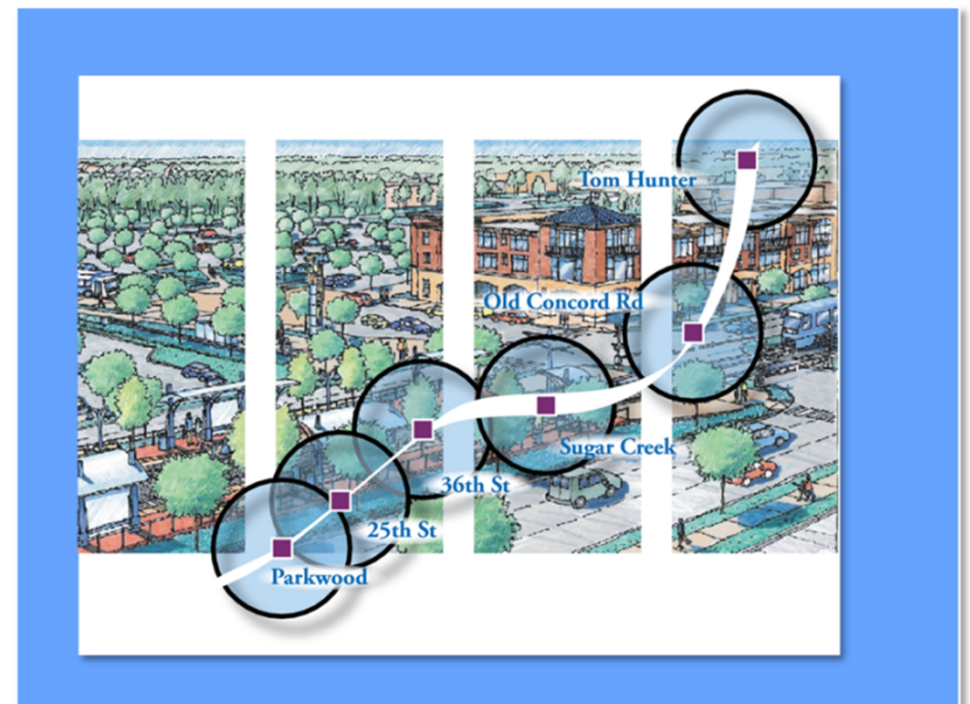
Blue Line Extension: Northeast Corridor

JW Clay Blvd and UNC Charlotte Stations



Current Activities

- Real Estate acquisition underway
 - 323 parcels
 - 20 business relocations
- BLE Transit Station Area Plans
 - Council approved in May
- Demolition
 - 9 structures completed
- Advanced Utility Contracts



Advanced Utility Relocation

Types of work:

- Grading and drainage
- Public and private utilities
- Joint duct banks
- Retaining walls
- Duke transmission

Likely impacts of construction:

- Traffic
- Parking
- Access
- Visibility



Business / Community Liaison

- Points of contact
 - Business Liaison
 - Community Specialist
- Agency coordination
- Communications Strategy
- Collaboration
 - Residents, businesses and non-profits





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Blue Line Extension: Northeast Corridor

How You Can Stay Informed

- www.CharlotteFuture.com
 - Notify Me
- bluelineextension@charlottenc.gov
- telltransit@charlottenc.gov
- CATS Customer Service: 704-336-RIDE (7433)
- Future public involvement opportunities



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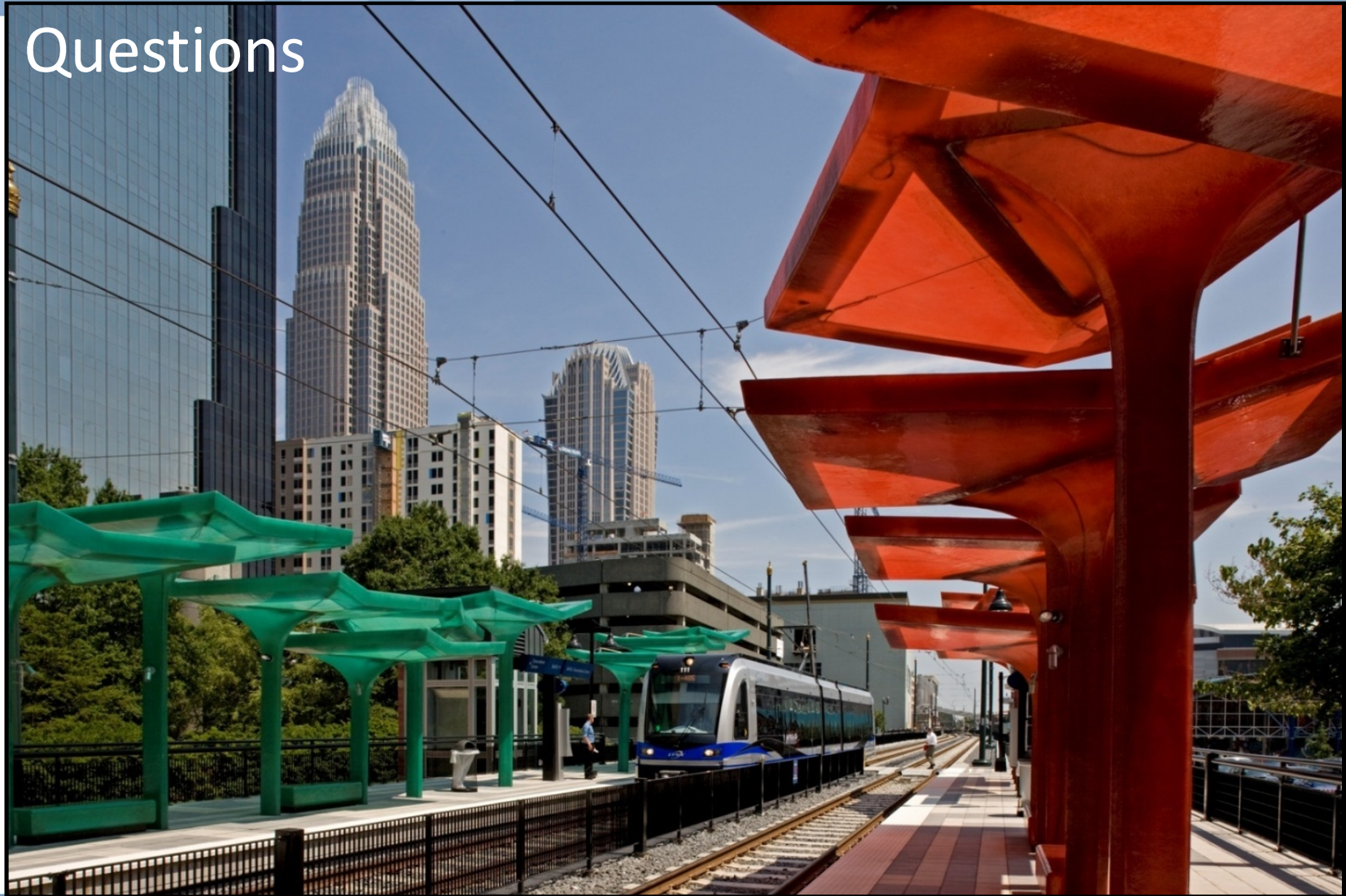
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Questions



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